

2012 ANNUAL REPORT



The Gateway Bike Plan identifies a regional system of on-street bikeways in St. Louis City, St. Louis County and St. Charles County to be constructed over the next 20 years. The goal is to connect key destinations such as parks, trails and greenways, colleges and universities, transit and transfer centers, employment centers and town centers. Increasing the number of regional bikeways provides transportation options for residents as well as improving the quality of life and making the St. Louis region a better place to live.

In addition to identifying the regional system of on-street bikeways, the Gateway Bike Plan includes strategies for education, encouragement and enforcement to make bicycling safe for all residents. This is an important component and an opportunity for neighborhoods, local communities, interested citizens and bicycling advocates to join together to improve bicycling in the region.

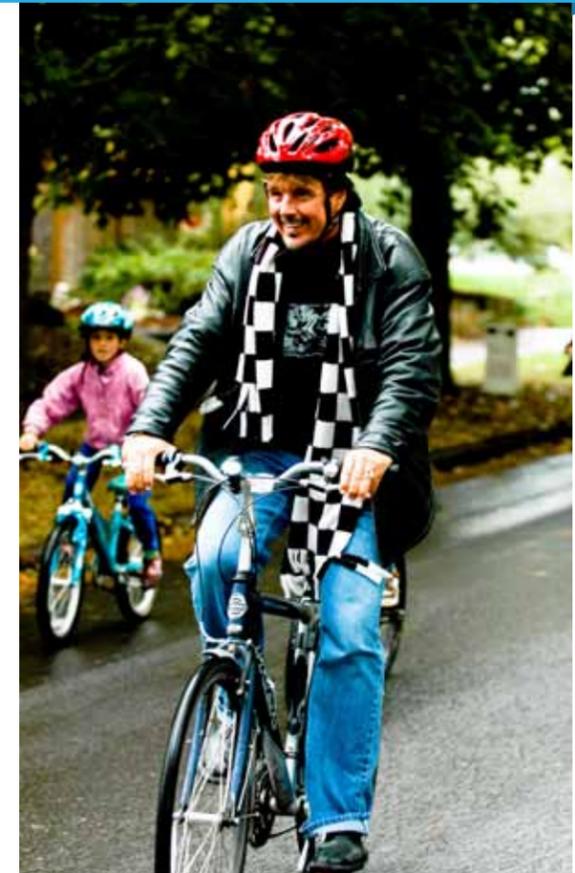
This is the second annual report to the community since the Plan's completion. With a Plan that covers three counties and numerous jurisdictions, tracking the progress each year is important. In 2012, major progress was made with implementing many new bikeway miles; offering more safety skills classes for bicyclists; increasing educational opportunities for municipal and county transportation engineers and continuing to support recreational bike rides to raise awareness of our region's many trails and greenways. Report Card Grades were identified in a qualitative manner using data compiled during 2012 from activities in the St. Louis Region. A lower grade (C and below) reflects facets of the bicycle plan that may need more attention as the Great Rivers Greenway and partner entities prioritize their efforts. Categories that received higher grades (A or B) indicate areas in which the Gateway Bike Plan is making progress towards the measures identified to track progress of the plan.

Great Rivers Greenway District is committed to helping implement the Gateway Bike Plan and assisting local agencies through a variety of avenues from technical assistance to funding education and encouragement programs and partnerships on projects. For more information on the Gateway Bike Plan, visit www.stlbikeplan.com

Encouragement



Encouragement programs are a critical component of the Gateway Bike Plan. Successful programs build confidence around on-street cycling, create and/or boost bicycle-friendly neighborhoods, communities and businesses, and lead to economic enhancement in the form of increased travel choices. In 2012, many opportunities were provided for people to learn about commuting by bicycle to meet their daily travel needs. Trailnet continued its popular group rides series, in addition to beginning the "Trailnet On Tap" series. The Travel Green program also provides encouragement to those thinking about commuting and increase awareness of bicycling safety.



Performance Measure	Baseline Conditions	2012 Activities	Target
Create and Revise Bike system Maps (Online and Printing)	Existing Bike St. Louis Map Posted	Updated Bike St. Louis Map in production for print and posting	Revise map every two years
Achieve Bicycle Friendly Community recognition at city, county and state levels	City of St Louis	City of Clayton prepared application 6 Bike Friendly Businesses	Average One Community Per Year
Facilitate and Support Existing and New Bicycling Promotion Events	Not Defined	26 documented encouragement events and programs around the region	15 events per year

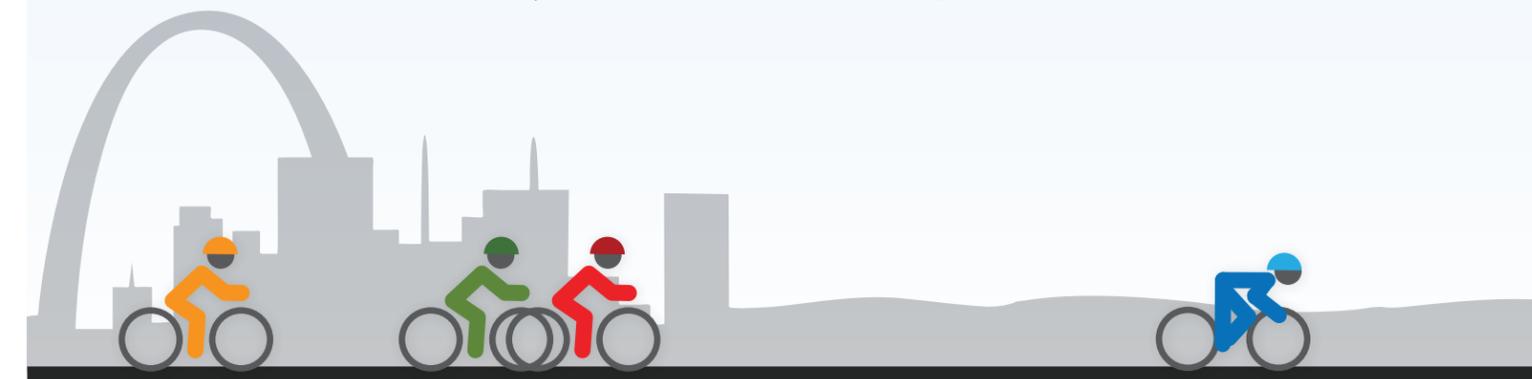
Design and Application of Standards



2012 brought the formal update of the American Association of State Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, fourth edition. This document was used in the development of the Gateway Bike Plan. Additional supplemental guidance to address the wide range of bicycle facilities addressed in the Plan was based on current best practices found in the NACTO Urban Bikeway Design Guide. This addition to AASHTO guidance and MUTCD standards, provide a set of documents that will provide consistency in the development of bikeways as they cross jurisdictional boundaries.



Performance Measure	2011 Activities	2012 Activities	Target
Number of identified spot high crash rate locations rectified	None	5 locations identified and one route identified	Five locations addressed, but not yet rectified
Miles of installed routes that comply with 2009 MUTCD and current AASHTO	75 Miles	40 Miles (17% of network goal complete)	200 additional miles by 2017
Miles of on-street bicycle facilities installed as a result of routine accommodation	25 Miles	11 Miles	5 Miles per year



Gateway Bike Plan Goals

- 1 Provide a prioritized system of routes that are contiguous and connected to other on and off road facilities.
- 2 Improve safety for all modes of transportation through the careful design and implementation of bicycle facilities.
- 3 Improve safety for all modes of transportation through the implementation of educational and enforcement programs.
- 4 Expand the public's view that bicycles are a viable/acceptable mode of transportation through encouragement programs.
- 5 Increase the commitment of public officials to support or initiate public policy for bicycling at all levels of government – state, local and regional.

Implementation of Bikeways



Significant network additions in 2012 included the first green pavement marking in the City of St. Louis on Wydown Boulevard. The green bike marking alerts bicyclists and motorists of a potential conflict where the bikeway and travel lane merge across each other. While green bike markings will not be used everywhere, the material and application of this facility is in place to test the colored marking material, and the effectiveness of making the conflict area visible.



2012 Highlights

- The City of Richmond Heights implemented a City-wide bike marking project—adding 3 miles of bikeways in the plan, plus 6 additional miles on City streets.
- The City of O'Fallon implemented their bike loop project on City and MoDOT roadways—adding 11 miles of bikeways in the plan. Moreover, most of the added facilities were buffered bike lanes.
- MoDOT added 14 miles of bikeways in the plan. Many of these bikeways have been turned over to St. Louis County for maintenance.
- The City of St. Louis chose to perform road diets—reducing travel lanes to provide bikeways on Tower Grove and on Morganford. The first green bike lane was added to eastbound Wydown Boulevard. The City has also implemented shared lane markings on several additional routes.
- The City of Chesterfield added to 2 miles of bike lanes on Edison Boulevard.
- Great Rivers Greenway has provided access to technical help for public entities in the form of consultant services to help communities implement the plan. These services are provided to implement the plan as envisioned, including engineering final bikeway additions to the system.

Performance Management and Accountability

In 2012, the Great Rivers Greenway District and Trailnet formally began an annual on-street bicycle and pedestrian count program, using manual and automatic counts, to collect information on their travel behavior. A total of 2,811 people were counted on bicycles and 6,129 pedestrians. The gender make up was approximately three quarters male and one-quarter female. Crash data was also analyzed from the Missouri Department of Transportation. The five worst intersections, and the single worst travel corridor for crashes involving bicyclists, were identified, with improvement concepts developed to address known issues. The following locations were identified for improvements:

- St. Louis County: St. Charles Rock Road Corridor (from I-70 to Kingsland Avenue)
- City of St. Louis: Skinker Boulevard at Forest Park Parkway
- City of St. Louis: South Jefferson Avenue at Cherokee Street
- St. Louis County: North Lindbergh Boulevard at Washington Road
- St. Louis County: Olive Boulevard at Schulte Road
- St. Charles County: Route K at Feise Road

Supporting Policies



It is critical that bicycling be at the forefront of discussions involving transportation improvements in the region. We can no longer think of active transportation modes as simply add-on elements of the transportation network. Instead, walking and bicycling should be fully integrated from the beginning of the planning process through implementation.

In 2012, the East-West Gateway Council of Governments revised their project solicitation guidance and selection criteria to emphasize the inclusion of Gateway Bike

Plan network routes on proposed projects. This step was critical to better integrate the needs of bicyclists into the planning and design of roadways.

Emphasis of bikeway elements in local road projects resulted in several specialized trainings in 2012 with Missouri Department of Transportation (MoDOT) St. Louis district staff. These sessions were focused on best practices and policy and actions related to both MoDOT projects and local road projects. These trainings are intended to result in a policy of incorporating bikeways on roadway projects from planning, through design and construction, to maintenance throughout the St. Louis District.

Another component to measure the plan's implementation is to encourage and support local communities to endorse or adopt the Gateway Bike Plan. To date, ten (10) public entities have endorsed the Gateway Bike Plan.

Performance Measure	2011 Activities	2012 Activities	Target
Establish a citizen committee to support intergovernmental cooperation and review plan implementation	By laws prepared for a citizen committee at Great Rivers Greenway	Additional discussions took place to formally establish the committee	Implement committee by the end of 2013
Fund a regional bicycle pedestrian coordinator	Alta Planning + Design retained by Great Rivers Greenway as the interim coordinator for the plan	Great Rivers Greenway continues to work with Alta	Establish a coordinator by 2014
Number of jurisdictions that have adopted complete streets ordinances	City of Clayton	None	4 Cities per year

Education



The education component of the Gateway Bike plan is a critical element for its success. Public education help supports the safe operation of bicyclists as vehicles on roadways. The St. Louis region is lucky to have two established programs with this goal in mind: the League of American Bicyclist trainings and Cycle Savvy trainings. Both offered a variety of instructional classes for citizens around the region. In addition, several individuals

underwent training and are now certified to teach courses which expand the number and diversity of instructors throughout the St. Louis region.

Education also involves training transportation engineers and planners the details of planning and designing bikeways as part of the transportation network. Last September, over 150 attendees participated in a two-day training workshop sponsored by Great Rivers Greenway and Trailnet. It was a milestone event for the region and featured state of the art design concepts, encouragement activities and mobile tours.

Performance Measure	2011 Sessions	2012 Sessions	Annual Target
Training programs offered by cycling instructors	4	22	5 - 10
Special focused trainings	1	4	4
Training workshops for planners, engineers, and decision makers	13	18	1
New cycling instructors in the region	0	14 <small>League of American Bicyclists (10) Cycling Savvy (4)</small>	1

Enforcement



Last October, two police officers, from Washington University and the City of Clayton, attended a training for law enforcement officials in the application of motor vehicle laws related to bicyclists. These individuals are now certified to train other officers in the region in this POST certified course.

Performance Measure	2011	2012	Target
Training for law enforcement officials offered	0	1	1 Every two yrs.